



Special Programs

RECREATIONAL TRAILS

FEDERAL LANDS HIGHWAYS

CMAQ

SCENIC BYWAYS

FEDERAL-AID INCENTIVE

HIGHWAY SAFETY

ENHANCEMENT





Congestion Mitigation & Air Quality

Phil Choate
Transportation Planner
Division of Transportation Planning and Programming
Phone: (208) 334-8489
FAX: (208) 334-4432
phil.choate@itd.idaho.gov
<http://itd.idaho.gov/planning/reports/cmaq/cmaq.html>

DESCRIPTION OF THE PROGRAM

The Idaho Transportation Department's Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a statewide competitive program that provides federal transportation funds to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. Idaho's CMAQ projects should demonstrate the highest potential for preventing or relieving a community's particular air quality problem. Planning activities can also be funded to develop a strategic plan that identifies additional projects and programs designed to reduce a community's transportation-related air quality problems.

Idaho's CMAQ Program was created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and continued in 1998 with the Transportation Equity Act for the 21st Century (TEA-21) as well as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU), approved this year. Under SAFETEA-LU, Idaho's CMAQ program is substantially the same as it was under the TEA-21 authority.

DETERMINATION OF NEEDS

CMAQ funding is available throughout all areas of the state which have transportation-related air-quality problems. Needs are determined by local governments, who work with the Idaho Transportation Department, the Idaho Department of Environmental Quality, and the Local Highway Technical Assistance Council to identify solutions to transportation-related air-quality problems.

CMAQ projects fall into two categories: construction and non-construction. The non-construction category is further broken out into transit-related projects and all others. Construction projects may include: road surfacing and construction; bicycle and pedestrian route construction; traffic flow improvements; Intelligent Transportation Systems; and

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intermodal facilities with construction components. Non-construction projects may include: dust control and prevention; transit; conversion of public fleets to alternative fuels; traffic flow improvements and Intelligent Transportation Systems planning; special studies; and alternative transportation education, promotion, and outreach efforts.

FUNDING

Under SAFETEA-LU and Idaho Transportation Board policy, the CMAQ program receives annual funding within the range of \$2,000,000 to \$4,000,000 in federal apportionment and obligation authority prior to matching requirements. The final amount funded each year depends on cost-effectiveness and air quality benefits of the submitted projects. Local match requirements are set at 7.34% of the total project cost to increase funding availability. Project funding is always based on the availability of federal-aid CMAQ funding.

PROJECT SELECTION

CMAQ projects are evaluated and ranked using general air quality and specific project criteria. General criteria for determining whether an area qualifies to apply for CMAQ funding are specified in ITD Administrative Policy A-11-05. Air-quality analysis for projects must address both qualitative and quantitative components. Additionally, Idaho Transportation Board Policy B-11-05 requires uniform statewide comparison of projects for cost-effectiveness. Cost-effectiveness is determined by applicants using an equation to compute cost compared to emissions reductions.

Preference in funding is given to CMAQ projects that:

- Are measures, plans, and programs which either are, or have been developed as part of the ***Plan for the Control of Air Pollution in the State of Idaho***;
- Are designed for areas that are nonattainment for any criteria air quality pollutant or have the potential to be an air-quality problem area in the near future;
- Have been reviewed by and coordinated through the local IDEQ regional office, including endorsements, as may be appropriate; and
- Are projects from a comprehensive, transportation and/or capital improvement plan.

Projects are ranked by the CMAQ Technical Review Committee according to a matrix of factors, which are taken from Idaho Transportation Board Policy B-11-05, ITD Administrative Policy A-11-05, and the CMAQ Program Technical Analysis Protocol. This matrix is available as part of the program application package.

APPLICATION PROCESS

A Letter of Interest Notice announcing the next application period is mailed out in mid-October to the following organizations in Idaho: metropolitan planning organizations, cities, counties, local highway jurisdictions, public transportation providers, tribes, the Local Highway Technical

Assistance Council, and the Idaho Department of Environmental Quality. Application packages can be downloaded from the Internet at:

<http://itd.idaho.gov/planning/reports/cmaq/cmaq.html>

Project application packages can also be obtained by submitting a written letter of interest by mail, facsimile, or electronic mail to the program contact identified above.

The application packet includes application forms, electronic spreadsheets, program guidance and policies, and a list of resource contacts for each region of the state of Idaho. ITD district offices conduct public outreach meetings in October and November to assist potential sponsors with the preparation of applications. Sponsors must submit applications to the Idaho Department of Environmental Quality in December. Projects within metropolitan planning organization (MPO) areas must be submitted to the MPOs in January. Applications are due into ITD district offices in January for all non-MPO-area projects, while MPO-area projects are due to ITD in February.



The CMAQ Technical Review Committee selects a recommended list of projects in April. This committee is made up of local, regional, state and federal transportation and air quality experts. This list of recommended projects is available for public comment as part of the next draft Statewide Transportation Improvement Program, released in late June. The Idaho Transportation Board takes final action on recommended projects at their September meeting. Following federal approval of the program, funds are available for approved projects once adequate obligational authority has been received.

REFERENCE MATERIALS

Further program information is available from the program contact, or on the Internet at:

<http://itd.idaho.gov/planning/reports/cmaq/cmaq.html>

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Restoring this historic train depot with Transportation Enhancement funds not only enabled the City of Caldwell to preserve a transportation landmark, but enhance their community.



Federal-Aid Incentive Program



Jerry Flatz, P.E.
Federal-aid Manager
Local Highway Technical
Assistance Council
Phone: (208) 344-0565
1-800-259-6841
Fax: (208) 344-0789
jflatz@lhtac.org
www.lhtac.org

DESCRIPTION OF THE PROGRAM

The Local Federal-Aid Incentive Program is for local highway jurisdictions (cities, counties and highway districts) in Idaho. Each year local highway jurisdictions submit project proposals to the Local Highway Technical Assistance Council (LHTAC). The LHTAC staff and council members score each application, then the applications are prioritized and the top projects under available funding limits are recommended to the Idaho Transportation Board for inclusion in the draft STIP.

FUNDING

The Local Federal-Aid Incentive Program is funded from the Federal Highway Administration's Surface Transportation Program (STP). The Idaho Transportation Board suballocates \$10.9 million in each funding program—STP-Urban and STP-Rural, ensuring that funding is available to both local rural and urban jurisdictions. The STP-Urban funds are designated for cities and urban areas with a population of 5,000 and over (population numbers are determined by the latest official U.S. census). By population a percentage of the STP-Urban funds are available to the metropolitan planning organizations; the remainder is available under the Local Federal-Aid Incentive Program. The STP-Rural funds are designated for counties, highway districts and cities with a population under 5,000.

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PROJECT SELECTION

Local highway jurisdictions identify desired projects and submit them to LHTAC on an annual basis. In addition to the criteria applicable to any STP project (i.e. matching funds, road classification, etc.) projects are scored according to criteria that emphasizes multi-jurisdictional transportation planning, transportation and land-use planning, capital improvement plans and road management programs. Jurisdictions that have not developed a transportation plan can submit a transportation-planning project.

APPLICATION PROCESS

Application forms are sent to all local highway jurisdictions in the fall of each year. The applications are due around the first of March. The applications are scored and prioritized and then recommended by the LHTAC Council members to the Idaho Transportation Board in May. The projects are included in the Statewide Transportation Improvement Program (STIP) public comment draft, which undergoes a 30-day comment period beginning the first week of July. In September, the Idaho Transportation Board approves the STIP for submittal to the Federal Highway Administration and Federal Transit Administration. Federal approval of the STIP usually occurs in November. Project development may begin once a state/local agreement is executed and funds for preliminary engineering are scheduled.

REFERENCE MATERIALS

- Guidelines for Local Public Agency Projects (ITD)
- Local Federal-Aid Incentive Program Project Identification Packet (LHTAC) – Available on the web at: www.lhtac.org



Federal Lands Highways Program

David R. Amick

Manager, Transportation Investments
Division of Transportation Planning and Programming

Phone: (208) 334-8264

FAX: (208) 334-8025

dave.amick@itd.idaho.org

DESCRIPTION OF THE PROGRAM

The Federal Lands Highways Program (FLHP) provides funding for a coordinated program of public roads and transit facilities serving federal and Indian lands. Included in the funding subcategories are Park Road & Parkways, Indian Reservation Roads, Public Lands Highways (both discretionary and Forest Highway), and Refuge Roads. Federal agencies participating in this program are the Federal Lands Highway Divisions, Bureau of Land Management, the U.S. Forest Services, the U.S. Park Service, and the Bureau of Indian Affairs. The STIP provides project information on the Forest Highway, Public Lands Discretionary and the Indian Reservation Roads Programs.

DETERMINATION OF NEEDS

Projects are developed based on needs and program requirements established by the various federal agencies. In the Forest Highway Program a tri-agency working group consisting of the Idaho Transportation Department, U.S. Forest Service and the Western Federal Lands Highway Division of the Federal Highway Administration determine project need. Under the Indian Reservation Program funding is distributed to tribes based on an agreed-upon distribution formula and is used to maintain and reconstruct Indian reservation roads and bridges. None of these programs are administered by the Idaho Transportation Department.

FUNDING

- Under the 2006, Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users Highway Act each of the federal programs receives an annual distribution of funds.



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- Within Idaho, approximately \$13 million is allocated for forest highway road projects in the Forest Highway Program
- Nationally, approximately \$95-100 million is allocated to the Public Lands Discretionary Program annually primarily through congressional earmarks.
- Nationally, in FY 2006 \$330 million increasing to \$450 million in FY 2009 is distributed annually to Tribes through a formula allocation.
- Nationally, in FY 2006 \$180 million increasing to \$240 million in FY 2009 is distributed annually to Park Roads and Refuge Roads receives approximately \$20 million.

PROJECT SELECTION

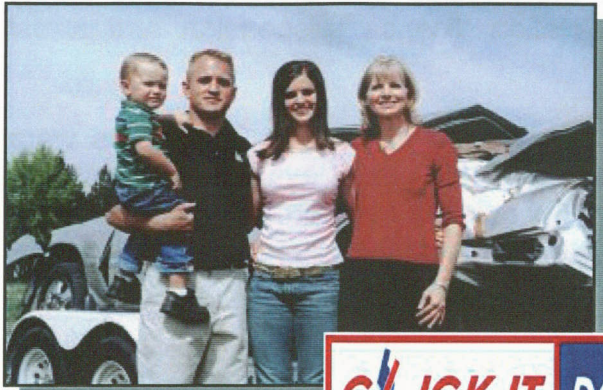
Forest Highway Program: The tri-agency working group nominates projects for placement in the Forest Highway Program. Project selection is based on factors such as use for management of the forest, importance, and condition. Roads must be designated as a forest highway serving the national forest. Designated roads can be local, state, or federal roads.

Public Lands Discretionary Program: Project selection is at the national level. Projects must be submitted through the state transportation agency and prioritized if more than one project is submitted. States such as Idaho, with extensive public lands, are provided some preference in the selection process. Check the website below for more information on this program. Recently the U.S. Congress has directed the use of much of these funds through legislative earmarks. FHWA then sends out an RFP for after the appropriation bill for additional projects that were not earmarked for funds by Congress.

Indian Reservation Road Program: Project selection is through the Bureau of Indian Affairs and the tribes based on the allocation formulas, project readiness, and need. Check the website below for more information on this program.

REFERENCE MATERIALS

- Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
- For Public Lands Discretionary: <http://www.fhwa.dot.gov/discretionary/plhcurrsola3.htm>
- For Indian Reservation Roads: <http://www.fhwa.dot.gov/flh/reports/indian/intro.htm>



Highway Safety

Mark Strait

Highway Safety Grant Manager
Division of Highways
Office of Traffic and Highway Safety
Phone: (208) 334-8100
FAX: (208) 334-4430

mark.strait@itd.idaho.gov
<http://www.itd.idaho.gov/ohs/>



DESCRIPTION OF THE PROGRAM

The Office of Traffic and Highway Safety (OTHS) administers the federal Highway Safety Grant Program, which is funded by formula through the SAFETEA-LU and the Highway Safety Act of 1966. The goal of the program is to reduce deaths and serious injuries resulting from motor vehicle collisions by implementing programs designed to address driver behaviors. The purpose of the program is to provide grant funding at the state and community level for a highway safety program that addresses Idaho's own unique circumstances and particular highway safety needs.

DETERMINATION OF NEEDS

A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions.

In the fall of 2002, OTHS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FY 2004-2006. In accordance with federal requirements, one element of the plan was to discuss how traffic safety problems would be identified and addressed over the course of the three years. The process used to identify traffic safety problems began by evaluating Idaho's experience in each of the National Highway Traffic Safety Administration's (NHTSA) eight highway safety priority areas. These program areas were determined by NHTSA to be the most effective in reducing motor vehicle collisions, injuries and deaths. Consideration for other potential traffic safety problem areas came from problems noted by ITSC members, OTHS staff and by researching issues from other states.

Comparison data was developed, where possible, on costs of collisions, the number of collisions, and the number of deaths and injuries. Supplementary data was gathered from the

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Idaho State Collision database on helmet use for motorcycles and bicycles, child safety restraint use, seat belt use, and from available violation, license suspension and arrest information.

Ultimately, Idaho's most critical driver behavior problems were identified. The areas were selected on the basis of the severity of the problem, economic costs, availability of grantee agencies to conduct successful programs, the presence of existing countermeasures and other supportable conclusions drawn from the traffic safety problem identification process.

FUNDING

In October 2002, the Idaho Traffic Safety Commission (ITSC) voted to accept the FY 2004-2006 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years. These were:

<u>Focus Area</u>	<u>Target Funding Range</u>
Safety-Restraint Use	20%-35%
Impaired Drivers	15%-30%
Aggressive Driving	15%-30%
Youthful Drivers	5%-20%
Roadway Safety/Traffic Records	5%-15%
Bicycle and Pedestrian Safety	0%-5%
Emergency Medical Services	5%-10%
Other	0%-10%

Each October, the ITSC reviews the identified focus areas, goals and funding ranges. Adjustments for the coming year, as warranted and supported by data analysis, are made at that time. Progress toward achieving goals is presented and reviewed by the ITSC each October.

PROJECT SELECTION

The annual project selection and development process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Request for Proposal (RFP) is released each January. Grant applicants must complete and submit a Letter of Intent, in accordance with the information provided on the form, by the end of February.

Once the application period has closed, potential projects are first sorted according to the focus area that most closely fits the project. OTHS develops priority and funding recommendations using evaluation criteria that assess each project's potential to:

- Make a reduction in traffic collisions,
- Reduce the severity of traffic collision injuries,
- Improve the operation of an important traffic safety system,
- Fit in as part of an integrated communitywide collision-reduction project, and
- Increase the coordination of efforts between several traffic safety agencies.

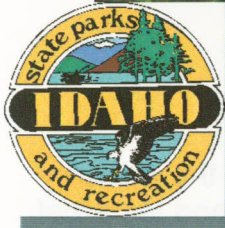
Funding recommendations are incorporated into the draft Statewide Transportation Improvement Program (STIP) and presented to the ITSC each June. Final project adjustments are made after a 30-day public comment period is complete. The Idaho Transportation Board approves the Highway Safety Plan in August.

REFERENCE MATERIALS

- *Highway Safety Plan FY 2004 - 2006*
- Federal regulations pertaining to State Highway Safety Plans

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Recreational Trails

Brian Miller

State and Federal-Aid Manager
Idaho Department of Parks and Recreation

Phone: (208) 334-4199

FAX: (208) 334-3741

bmiller@idpr.state.id.us

www.idahoparks.org/about/grants.htm

DESCRIPTION OF THE PROGRAM

The Recreational Trails Program of 1998 establishes a program for allocating funds to the states for recreational trails and trail-related projects. The program is administered by the federal Department of Transportation, Federal Highway Administration (FHWA), in consultation with the Department of Interior. Projects must be from trail plans included or referenced in a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)). The Idaho Department of Parks and Recreation manages this program in Idaho for FHWA.

Permissible uses of the funds are:

- maintenance and restoration of existing recreational trails;
- development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails;
- purchase and lease of recreational trail construction and maintenance equipment; and
- construction of new recreational trails (with restrictions for new trails on federal lands). Environmental mitigation projects are given priority consideration.

For states to remain eligible to receive funds,

- (1) the Governor of the state must designate the state agency (or agencies) that is responsible for administering apportionments made to the state; and
- (2) the state shall establish a state recreational trail advisory committee that represents both motorized and nonmotorized recreational trail users, which shall meet not less than once per fiscal year.

The state of Idaho has already fulfilled these requirements. The Idaho Department of Parks and Recreation is responsible for the administration of the Recreational Trails Program and the department has established a Recreational Trails Program Advisory Committee that includes both motorized and nonmotorized recreational trail users.

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DETERMINATION OF NEEDS

At least 30% of funds that Idaho receives annually must be reserved for uses relating to motorized recreation. Another 30% of funds received annually must be reserved for uses relating to non-motorized recreation. The remaining 40% gives preference to project proposals with the greatest number of compatible recreational purposes or that provide for innovative recreational trails and corridor sharing by motorized and non-motorized use.

FUNDING

Administrative costs for FHWA are limited to 1.5% nationally to pay expenses of the Advisory Committee, to cover the cost to the Secretary for administration of and research and technical assistance under the recreational trails program, and for administration of the National Recreational Trails Advisory Committee (Section 1103 (1)).

Funds are allocated to states by:

- (1) 50% equally among all eligible States and
- (2) 50% proportionately on non-highway recreational fuel use (Section 1103(2)). For 2004, Idaho's apportionment is \$939,222.

States may provide funds as grants to private organizations, city governments, county governments, or other government entities.

PROJECT SELECTION

After the Idaho Department of Parks and Recreation (IDPR) receives Recreational Trails Program applications and determines which applications are eligible, the Recreational Program Advisory Committee meeting is scheduled (usually in March). This meeting is conducted by IDPR staff and is an open public meeting.

The committee rates each application on the Priority Rating Form. Staff then tallies the scores to determine the over-all score or ranking of the applications. The applications are then presented to the Idaho Parks and Recreation Board in priority ranking order. Projects are funded according to the priority ranking order. The Idaho Parks and Recreation Board and the Federal Highway Administration provide final project approval.

APPLICATION PROCESS

Applications for the Recreational Trails Program are accepted once per year based on the federal fiscal year. The application deadline for the FY 2006 (Oct. 1, 2005 – Sept. 30, 2006) program is January 27, 2006. The Idaho Department of Parks and Recreation annually announces the availability of funding at least 60 days prior to the end of the application period.

The application process requires that the applicant submit one original and fifteen copies of the IDPR Grant Application Form 50.4 and any supporting documentation by the submittal deadline.

REFERENCE MATERIALS

- IDPR Idaho Outdoor Recreation Financial Resource Guide
- IDAPA 26 TITLE 01 Chapter 31 26.01.31 - RULES GOVERNING THE ADMINISTRATION OF IDAHO DEPARTMENT OF PARKS AND RECREATION RECREATIONAL PROGRAM GRANT FUNDS
- www.idahoparks.org/about/grants.html

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Scenic Byways

Garry Young

Senior Transportation Planner
Division of Transportation Planning and
Programming

Phone: (208) 334-8296

FAX: (208) 334-4432

garry.young@itd.idaho.gov

<http://www.itd.idaho.gov/planning/reports/scenic/byways.html>

DESCRIPTION OF THE PROGRAM

Idaho has had officially designated scenic routes since June of 1977. In 1991 the U.S. Forest Service, the Bureau of Land Management, and the state of Idaho determined to combine the scenic routes and backcountry byways of each agency under one umbrella. The Idaho Transportation Department (ITD) was designated by the Governor as the lead agency responsible for administering the Idaho Scenic Byways Program to meet the requirements of the Intermodal Surface Transportation Efficiency Act of 1991. In March of 1995 the Scenic Byways Advisory Committee was established by an ITD Director's memorandum to coordinate scenic byways nominations, federal grant application requests and to advise the Idaho Transportation Board on all scenic byway activities. A year later this committee was established as a permanent body by Idaho Transportation Board Policy B-09-11.

DETERMINATION OF NEEDS

The federal Scenic Byways Program serves two functions:

- (1) to promote the scenic, historic, and backcountry byways of Idaho, and
- (2) to provide funding for tourist amenities, kiosks, and signs that will assist the traveler on the byways.

The statewide brochure *Taking the Scenic Route: A guide to Idaho's scenic byways* as well as individual byway brochures, audio tapes, web-pages, and other informational documents serves the former function. Project requests from local byway groups are submitted annually to serve the latter.

Needs are determined by corridor management plans developed for the byways, or community interest groups' goals in lieu of a corridor management plan. Development of a corridor management plan is encouraged before any other project is initiated on a scenic, historic, or backcountry byway.

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FUNDING

Funding for scenic, historic or backcountry byways is available through the Federal Highway Administration's (FHWA) Scenic Byways Program. Unlike other special programs that designate, by state, an amount of available funding, the Scenic Byways Program is labeled "discretionary," meaning that all projects nationwide compete equally for funding. Under SAFETEA-LU funding has been increased for byway projects. Beginning with FY2006, there will be \$28.5 million dollars available nationally. FY 2005 grant recipients are expected to be notified by FHWA in January 2006.

Scenic byway funding requires a 20% local match and is a "reimbursement" program; meaning funds must first be expended before reimbursement occurs.

PROJECT SELECTION

The project must be on a highway or local road designated as a scenic, historic or backcountry byway. Eligible projects include the following: developing and implementing a corridor management plan; safety improvements required as a result of byway designation; pedestrian/bicyclist facilities; rest areas, turnouts, highways shoulder improvements, passing lanes, overlooks and interpretive facilities; enhancing access to an area for recreational purposes; protecting scenic, historic, recreational, cultural, natural, and archeological resources; developing and providing tourist information; and developing and implementing a byway marketing program.

Sacajawea Historic Byway

10 Lemhi County Historical Museum
The Lemhi County Museum houses an extensive collection of Lemhi Shoshone artifacts. Clothing, beadwork, arrowheads, and ceremonial accessories, as well as photographs, showcase the Shoshone people's lives in the Lemhi and Salmon River Valleys. The discovery of gold during 1866 in the mountains above the city of Salmon introduced a new era of history. Displays of historical implements and photographs illustrate Salmon's early mining history.

6 National Trails-Leadore
Segments of three national trails run parallel to this byway: the Continental Divide National Scenic Trail, the Nez Perce (Nee-Me-Poo) National Historic Trail, and the Lewis and Clark National Historic Trail. Visitors are invited to learn more about these scenic and historic trails at the Leadore Ranger Station.

1 Mud Lake Wildlife Management Area
Mud Lake Wildlife Management Area was established in 1940 by the Idaho Department of Fish & Game. The 8,853 acre wetland embodies the effort to preserve and improve nesting habitat for the trumpeter swan, sandhill crane, Canada goose, and a large variety of ducks. Visitors are invited to enjoy boating, fishing, and wildlife viewing in a pristine setting.

5 Gilmore Town Site
A stone historical sign along Idaho 28 highlights the town of Gilmore. Established during the late 1880's, the town was originally called Horseshoe Gulch. During 1902, the name was changed to honor Jack Gilmer, a partner in the stage line serving the area. The Post Office charter from Washington, D.C. misspelled "Gilmore" and the name remained. Learn more about Idaho's mining heritage at the Leadore Ranger Station.

2 Birch Creek
A monument along Birch Creek honors the loss of life between the Nez Perce and freight wagon teams. On August 15, 1877 a group of Nez Perce fleeing the U.S. Government along the Bannock Trail encountered a wagon train carrying mining supplies. A struggle ensued in which one Nez Perce and five members of the freight wagon team died. Birch Creek Campground open seasonally, provides access to the Targhee National Forest.

7 Agaidika - Lemhi Shoshone
The Lemhi Valley is the Lemhi Shoshone people's homeland. Following the Shoshone custom of naming tribes for their staple food, the Lemhi are the Agaidika—salmon eaters. Chief Tendoy was a skilled negotiator and was instrumental in the Lemhi Shoshones' effort to retain their homeland. However, during 1907, the tribe was relocated to a reservation at Fort Hall, Idaho.

4 Charcoal Kilns
Charcoal kilns are beehive-like stone structures that once provided charcoal for the smelter that processed lead and silver ore. A 1/4 mile self-guided interpretive trail follows past 16 kilns which were in operation between 1886 and 1888. Charcoal production ceased during 1889 when low prices for lead and silver contributed to the end of the mines.

3 Prehistoric Man
Human occupation in the Lemhi and Birch Creek Valley dates back more than 10,000 years. The first humans found the valley forested. These forerunners of the modern Northern Shoshone Indians lived in family bands and hunted big game, such as bison and mountain sheep.

9 Sacajawea Interpretive Center
The Sacajawea Interpretive, Cultural, and Education Center features a trail of discovery. Visitors are invited to "walk into the past" on an interpretive trail that showcases a tipi encampment, riverside sweat lodge, fish weir, brush lodge camp, along with wildlife exhibits.

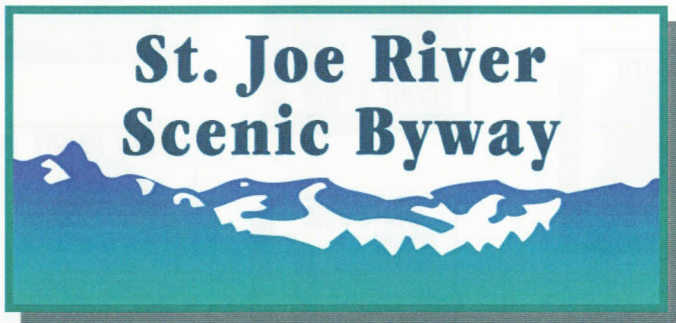
8 Sacajawea Monument
Sacajawea, the Lemhi Shoshone (Agaidika) woman who aided the Lewis & Clark expedition, was born in the Lemhi Valley in the late 1700's. Sacajawea was captured and stolen away by the Hidatsa at a young age, only to return to her homeland during her travels with the Corps of Discovery in 1805. She assisted in negotiations with the Shoshone for horses and a guide by serving as an interpreter. Since Indian women did not travel with war parties, historians note that the presence of Sacajawea and her baby conveyed the peaceful intentions of the expedition.

Design By Mountain Post-Digital Imaging 2003

After ITD receives project applications, the Scenic Byways Advisory Committee reviews them to determine their eligibility. This review occurs in December 2005. The projects are then prioritized and submitted to the Idaho Transportation Board in January 2006 for approval. Following board approval they are then submitted to the Federal Highway Administration by February 10, 2006. Scenic Byway grant applications from all across the nation are reviewed by the Department of Transportation in Washington, D.C. Finally, a selection committee in Washington, D.C. decides which projects are funded. Projects approved for funding must be ready to begin after October 1, 2006.

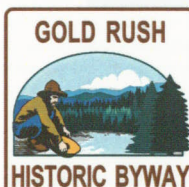
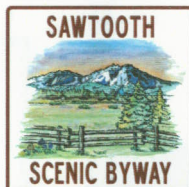
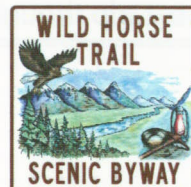
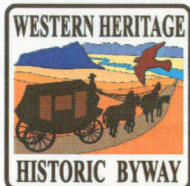
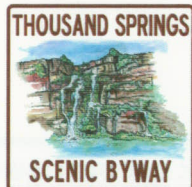
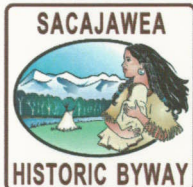
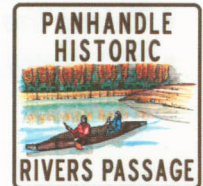
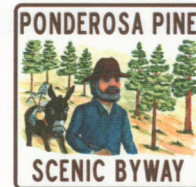
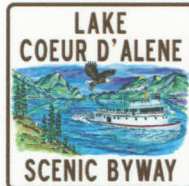
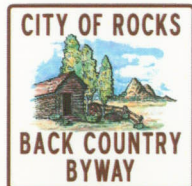
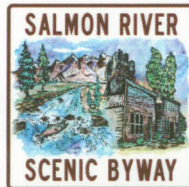
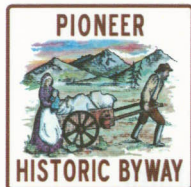
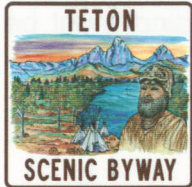
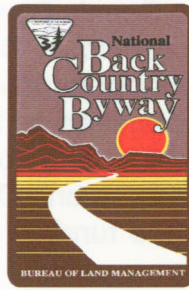
REFERENCE MATERIALS

- *Idaho's Scenic Byway Program*
- www.bywaysonline.org (for national information)
- <http://www.itd.idaho.gov/planning/reports/scenic/byways.html>
- *Taking the Scenic Route: A Guide to Idaho's scenic byways*
- <http://www.itd.idaho.gov/byways/index.htm>



Check out our newest Scenic Byway - St Joe River Scenic Byway as well as all of the other exciting routes for your next trip though scenic Idaho!

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Transportation Enhancement

Phil Choate

Transportation Planner

Division of Transportation Planning and Programming

phil.choate@itd.idaho.gov

Phone: (208) 334-8489

Fax: (208) 334-4432

<http://itd.idaho.gov/planning/reports/enhancement/EnhancementProgram.html>

DESCRIPTION OF THE PROGRAM

The Transportation Enhancement (TE) Program was created by the Intermodal Surface Efficiency Act of 1991 (ISTEA) and continued in 2005 with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The program funds activities that have not traditionally been included in the design and construction of the transportation system. The funds cannot be used for routine or customary elements of construction and maintenance or for required mitigation. In Idaho the program's stated purpose is "to preserve and create more livable communities where roads blend with and preserve the natural, social, and cultural environment, by using flexible and innovative funding and design features of the enhancement funds." The SAFETEA-LU version of the TE Program breaks the program into 12 eligible activities. ITD groups the activities into three general categories:

- (1) pedestrian and bicycle,
- (2) scenic and environmental, and
- (3) historic.

DETERMINATION OF NEEDS

Projects related to surface transportation will only be considered under the TE Program. Enhancement funds are available just for special or additional activities not normally required on highway or transportation projects.

FUNDING

Under SAFETEA-LU 10% of a state's Surface Transportation Program (STP) apportionment was set aside to fund the 12 eligible enhancement activities. Project funding is always contingent upon the availability of federal-aid enhancement funding. Idaho Transportation Board policy has set a \$500,000 federal-aid cap on TE projects. The federal-aid program provides reimbursement of qualified expenditures. This means that a sponsor pays the cost

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associated with the project and submits a reimbursement request to ITD. Participation in the program requires matching funds from the agency sponsoring the project. The match ranges from 2%-10% of the project total, depending on project cost.

The match requirement may be fulfilled by cash, approved in-kind contributions, or a combination of both. Sponsoring agencies must budget for these costs in their annual budget process. The Idaho Transportation Board has recommended minimum and maximum program funding targets for the three activity categories:

- (1) 40%-70% for pedestrian and bicycle,
- (2) 15%-30% for scenic and environmental, and
- (3) 15%-30% for historic.

PROJECT SELECTION

This is a statewide competitive program. No jurisdiction is guaranteed TE funding. A seven-member Enhancement Advisory Committee is responsible for reviewing and prioritizing all project submittals based on criteria outlined in the application packet. Projects that ranked high enough and pass favorably through a 30-day public comment period in July are then presented to the Idaho Transportation Board in September for final approval and inclusion into the Statewide Transportation Improvement Program. ITD district offices oversee the implementation of these projects.

APPLICATION PROCESS

Solicitation is for projects to be built in the third year of the program to allow sufficient time for project development. Local public agencies, tribal governments, ITD internal groups and other state and federal agencies may apply for funding. The same sponsor may submit more than one project. Project sponsors within a metropolitan planning organization (MPO) jurisdiction must submit project applications through that MPO. The application period generally opens in late October and closes in late January. An application packet or notice of availability is sent to cities, counties, highway districts, tribes, select state agencies and others who have expressed interest during past application periods. The application packet is available in hard copy or can be downloaded from the ITD website. All new project submittals go through a 30-day public comment period in July. Sponsors are notified in October with project funding information.

REFERENCE MATERIALS

- Transportation Enhancement Program Application Packet
- <http://www.itd.idaho.gov/planning/reports/enhancement/EnhancementProgram.html>

